



The China Mail.

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HONGKONG, THURSDAY, MAY 4, 1911.

日六初月四年三就宣

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JAPANESE PHOTOGRAPHER
All kinds of Photographs
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STYLING AND PRINTING FOR
AMATEURS & PROFESSIONALS
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CENTRAL.

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AS SUPPLIED TO THE HOUSE
OF LORDS AND HOUSE OF
COMMONS.

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WINE & SPIRIT MERCHANTS.

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CHINA MUTUAL LIFE IN-
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OFFICERS:

J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Act, England.
Insurances in Force \$7,855,885.00.
Assets 8,415,250.00.
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Insurance Fund 8,216,812.00.

LEFFERTS KNOX, Esq., Hongkong,
District Manager.
B. W. TAPE, Esq., Canton,
District Secretary.
Alexandra Building.

C. Lawder, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq., C. J. Lafrentz, Esq.,
Hongkong, November 16 1909. 1424.

IN THE COURTS.

Of the two men who appeared before
the magistrate in connection with a quarrel
at Saiwan-ho market, one was discharged
and the other was fined \$10.

Twelve cargo boat owners appeared
before Commander C. W. Beckwith, R.N.,
at the Marine Court this morning, on a
charge of plying their boats for hire with-
out being licensed, and a fine of \$10 each
was imposed.

A house-boy in the employ of Mrs. Har-
ston, No. 64, Mount Kellett Road, The
Peak, was sentenced to six weeks' imprison-
ment and six hours' stocks for stealing
\$13.30 from an amah, and some articles
the property of Mrs. Harston.

An employee of the Supreme Boot
Factory was caught early this morning
dumping a pair of boots into the harbour.
He was arrested and enquiries led to the
fact that the boots had been stolen. How-
ever, within a few hours he was sentenced
to ten days' imprisonment and six hours' stocks.

MANILA OBJECTS TO HONG- KONG LARD.

The following is from the Cebuensis-
American:—Asserting that lard manu-
factured in Hongkong is not prepared
under sanitary conditions, and therefore
not entitled to entry into the Philippines
under the provisions of the pure food
and drugs act, Castle Bros. and Sons have
addressed a letter to the secretary of the
interior protesting against the action of
local health authorities in allowing the
importation of a certain shipment of
Chinese lard.

The consignment in question is one of
3,600 tins brought in on the steamship
Taming recently. The certificates of in-
spection covering this consignment were
not prepared in accordance with the
regulations laid down in the law above
referred to, it is alleged. As a result the
collector of customs has requested the
authorities of the bureau of health to
investigate the conditions under which
such certificates are issued in Hongkong,
and in the meantime is holding up the
consignment.

Several allegations have recently been
made against the manner in which by
products of pork are prepared in Hong-
kong, and it is probable that the complaint
of Castle Bros. and Sons will result
in a careful investigation of the situation
for the protection of local consumers
against unsanitary methods.

CHRONIC DIARRHOEA.

MANY sufferers from chronic diarrhoea
have obtained prompt relief by the
use of Chamberlain's Colic, Cholera and
Diarrhoea Remedy. For sale by all
Chemists and Storekeepers.

Business Notices.

W. S. BAILEY & Co., Ltd.
Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and
Engineering Work and Repairs of
every description.

ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

**THE NESTLE & ANGLO-SWISS
CONDENSED MILK CO.**
CHAM (Switzerland) AND LONDON.

MILKMAID

BRAND

Full Cream Milk.

LARGEST SALE

IN THE

WORLD.

As a guarantee of Quality.

SEE THE

Milkmaid

ON EVERY TIN.

Hongkong, December 1, 1910.

**CANTON, MACAO AND
WEST RIVER
STEAMERS.**

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday
excepted).
CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.
Sundays at 9 A.M.
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.
Sundays at 4 P.M.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.
The s.s. NANNING will be withdrawn for docking on the 27th April about 10
days.
The above sailings are subject to change.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS Opposite Hongkong Hotel.
Hongkong, May 4, 1911. 15

GRAND HOTEL

No. 2, Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position.
Large and airy rooms, luxuriously furnished, Electric Light and Fans through-
out. Sanitary arrangements of the latest pattern.
CULINARY UNDER EUROPEAN SUPERVISION.
Ladies' Afternoon Tea Rooms. Special rates for married families on application to
the Manager.

CHARGES MODERATE.

TELEPHONE No. 197. TELEGRAPHIC ADDRESS COMFORT, Hongkong.

Hongkong, November 10, 1909. 1374

ASTOR HOUSE HOTEL

(Late CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

ENTIRELY situated, up-to-date Hotel. Recently renovated and under entirely
new Management. Large and comfortable rooms. Excellent cuisine made the
superior of an experienced French Chef.

PARTICULARS AND RATES of application to MANAGER.

L. GAMERO, Proprietor. N. BLUMENTHAL, Manager.

(Inauguration, October 3, 1910). 13

"The Beer That's Brewed to Suit The Climate"

"Just Try It"

Oriental Brewery Limited
Hongkong

SINGON & CO.

IRON, STEEL, METAL and HARD-
WARE MERCHANTS. Wholesale
and Retail. Importers, Fig. Iron, and
Foundry Castings. General Store-
keepers and Shipchandeliers. Nos. 35 and
37, HING LOONG STREET, (2nd Street, west
of Central Market) Telephone No. 515.
Hongkong, September 4, 1909. 1124

THE GRAND CARLTON HOTEL

This Temperance Hotel has been established to meet the requirements of those who desire
all the conveniences and advantages of the modern Hotels at moderate charges.

TELEGRAPHIC ADDRESS: GRAND.

Hongkong.

C. F. OWEN,

Proprietor.

Business Notices.

**THE EASTERN ASBESTOS COMPANY,
HONGKONG.**

SOLE AGENTS FOR

**THE BELDAM PACKING & RUBBER COMPANY,
LONDON.**

Contractors to the Admiralty and Leading Shipping Companies.

Sole Patentees and Manufacturers of the following Specialities:

Pilot Packing, Serpent Packing, Sceptre Packing,
Pilot Jointing, Beldamite Jointing.

ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION.
PACKINGS & JOINTINGS FOR ALL PURPOSES.

Office & Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.
TELEGRAMS 'C. REBUTAT', HONGKONG. TELEPHONE No. 601.

LANE, CRAWFORD & CO.

Ladies' Department.

SPECIAL VALUE

IN

**Washing Silk
Shirts**

\$6.50, \$8.50, \$10.50

ALL SIZES.

LANE, CRAWFORD & CO.

Carbolic Bath Soap 20 Per Cent.

Carbolic Toilet Soap 10 Per Cent.

MARGERISON'S BATH TABLETS.

VICTORIA EFFERVESCING SALINE.

VICTORIA SHAMPOO POWDERS.

VICTORIA DISPENSARY.

Weismann, Limited.

**Bakers, Confectioners, Caterers,
Restauranters.**

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910. 899

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP-TO-DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.

J. H. TAGGART, Manager.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east Winds in
Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent
island for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Terms—From \$5 per day. Telegrams Add: "Peaceful".
Town Office. 4, DES VŒUX ROAD.
Hongkong, February 8, 1908.

THE CLUB HOTEL.

Best Attention Paid to Guests.

No. 5, BUND.

YOKOHAMA.

Hongkong, March 1, 1911. 298

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 575 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING NEW SPRING GOODS

CONSISTING OF

NEW DRESSES & DRESS GOODS

MILLINERY

Fancy Collars, Sets, etc., etc.

EVERYTHING OF THE NEWEST DESCRIPTION.

2, PEDDER STREET.

Telephone 644.

NOTICE.

During Miss Massey's absence in
Shanghai enquiries for Belfast Barker
Marine Motors, Maguetos, Coils, Spares,
etc., may be addressed to

Messrs ARNDT & Co.,

38, Queen's Road.

Hongkong August 23, 1910.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS AND OPTICIANS.

Always carry a large and varied Stock of

**HIGH CLASS JADE AND CHINESE-MADE
JEWELLERY
SOUVENIR-SPoons.**

THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.

Prices right.

KELLY & WALSH, LTD.

The Vision of Balmain, by G. B. ...	\$1.75	Dictionary of Banking, A Concise	...	\$1.75
Burgin, by J. M. ...	1.75	Cyclopedia of Banking, Law and	...	\$17.00
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H. E. Rives ...	1.75	The Declaration of London, In-	...	1.75
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Allen Reige, by E. W. Chambers ...	1.75	If I Were King George, by Happy	...	1.75
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Saint Simon: La Cour de Louis XIV.	1.00	Red Ball Play, by Geo. Gray	1.75
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	1.00	25 Vols. Vol. 1	1.75

FINE OLD "AFTER-DINNER" PORTS

DOW'S VINTAGE 1890.

CALDBECK'S VINTAGE 1896.

DOW'S "FOUR CROWN."

CALDBECK'S "ROYAL TAWNY."

Caldbeck, Macgregor & Co.,

ESTABLISHED 1864.

GORDON & Co., General Managers,
Hongkong

Figure 1. The effect of the number of trials on the mean number of correct responses for the 100% condition. The number of correct responses was significantly higher than the number of incorrect responses for all conditions.

Hotels

STATION HOTEL,
NATHAN ROAD,
KOWLOON.ELECTRIC LIGHT AND FANS
BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.
Private Dining Room.
EXCELLENT CUISINE.

Tel. No. 1120. Tel. Address: "STATION".

For Particulars apply to

THE MANAGER.

Hongkong, March 1, 1911.

VICTORIA HOTEL,
LATE
NEW AMOY HOTEL,

KULANGSU. AMOY.

UNDER NEW MANAGEMENT.

Good Food, Clean Rooms, each with

Separate Bathroom.

REASONABLE CHARGES.

Two minutes walk from the principal land

ing place.

BAR, BILLIARDS AND BOWLING

ALLEY.

Chas. A. Mutton

Proprietor.

Hongkong, January 3, 1911.

VICTORIA HOUSE,
10, QUEEN'S ROAD CENTRAL.

(For Floor).

CENTRALLY SITUATED, Up-to-Date

Boarding House. Recently renovated

and under entirely new management. Large

and comfortable Rooms and Excellent

Table. Hot and Cold Baths. Electric

Light throughout. Terms Moderate.

For Particulars and Rates, Apply to

LILLY KAHN, Manageress.

Hongkong, October 13, 1910.

KING EDWARD HOTEL,
A
HIGH-CLASS HOTEL.

LADIES AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

TAXI D'HOTEL AT SEPARATE TAXIS.

Tel. Address: "VICTORIA," Hongkong.

For terms, etc., apply to the

MANAGER.

Hongkong, October 2, 1908.

BRAESIDE
PRIVATE HOTEL.

STANDING in its own grounds with

N. Pacific and Croquet Lawns. Large

Aire and Well Furnished Rooms. Every

home comfort. Fine View of the Harbour.

Telephone No. 990.

Apply to Mrs F. W. WATTS,

"Braeside," 20, Macdonnell Road,

Hongkong, September 2, 1908.

'KINGSCLERE'
PRIVATE HOTEL.

APPROACHED from Kennedy Road

and Macdonnell Road.

Tel. No. 134. Tel. Address: "KINGSCLERE."

A.B.C. Code 4th Ed.

Electric light, hot and cold water through-

out. Billiards, tennis, croquet, putting

green and fine stabling for horses.

Proprietress, Mrs F. SCHISE.

Hongkong, September 1, 1908.

HONGKONG MOTOR
GARRAGE.

MOTOR CARS

FOR HIRE.

4, 5 or 6 Seats

1st Hour... \$5.00

2nd " " " " 4.00

3rd " " " " 3.75

2 or 3 Seats

1st Hour... \$4.00

2nd " " " " 3.00

61, Des Vaux Road Central.

Dragon Cycle Depot.

Telephone No. 312.

Hongkong, January 15, 1911.

SEA POWER IN THE PACIFIC.

British Indecision.

A paper dealing with Sea Power in the

Pacific was read by Mr. Archibald R.

Colquhoun at the Royal United Service

Institution on April. Admiral Sir R. N.

Custance presided. The lecturer said the

theory that the Pacific must be the

Twenty-first Century what the Atlantic

was to the Eighteenth and early Nineteenth

was no longer a novelty but an accepted

fact. To-day they found Russia, whose

aims and ambitions had loomed so large,

broken and shattered. British diplomacy,

which contributed largely to the overthrow

of Russia in the Far East, had actually

helped to increase our difficulties in

Europe. It was perhaps hardly possi-

ble to foresee how far-reaching the

results would be, but it was

essential that we should realise that we

could not expect, by any policy of alliance,

to secure for ourselves a position which

was originally won, not by diplomacy but

by sea power. Indicating the geographic

characteristics of the Pacific and the

dispositions made by the United States,

the lecturer referred to the rumours which

attributed to the Japanese individual (not

the Government), the desire to establish a

naval base in the waters of a South

American State. The smaller Republics

of South America did not love their great

Northern neighbour, and some of them

were said to have formed a union whose

chief object was protection against

economic or other aggression from the

great Republic. The completion of the

Panama Canal would, of course, be the

signal for a new era in the Pacific. The

immediate result on the United States

would be to stimulate the growth of her

merchant shipping, for it was hardly likely

that she would be content merely to pro-

vide a path for other nations. The ex-

travagant claim had been made that the

Panama Canal would "double the power"

of the American Navy. The United States

would doubtless base her naval power on

the Pacific, and was already making pro-

vision for fortified harbours and coaling

stations across the ocean. At the same

time there was a possibility of Japanese

emigration to the South American Con-

tinent, and it was certain that the ambi-

tious Japanese would want to share in the

expansion of the Pacific littoral. The

principal importance of Germany in the

Pacific lay in her power of throwing

weight she possessed into the balance in

any dispute that might arise. China was

another factor chiefly important on account

of the use which might be made of her by

others.

BRITISH POLICY NOT DECIDED.

The position which the British Empire

had to take upon the Pacific had yet to

be decided. Great Britain had not yet

decided on her Pacific policy. By a system

of alliances and understandings British

diplomats had for a time done away with

the necessity for those outlying bases for

defence forces to watch over distant pos-

sessions. While we had only provided

against possible attack from one quarter,

we had no guarantee that we could count

on perpetual freedom from friction and

collision in other quarters. In the year

1910 the Anglo-Japanese Alliance would

terminate (if denounced by either of the

allies), the Kiel Canal would be completed,

the naval programme of the Triple

Alliance would place a powerful fleet of

"Dreadnoughts" in the Mediterranean,

and the Panama Canal would be open.

Great Britain would certainly have to meet

new problems then, and not the least of

them was the problem of the Pacific. The

last Imperial Conference carried the

discussion of this question up to the point

of determining that there should be a

Pacific Fleet formed of three units, the

SEA POWER IN THE PACIFIC.

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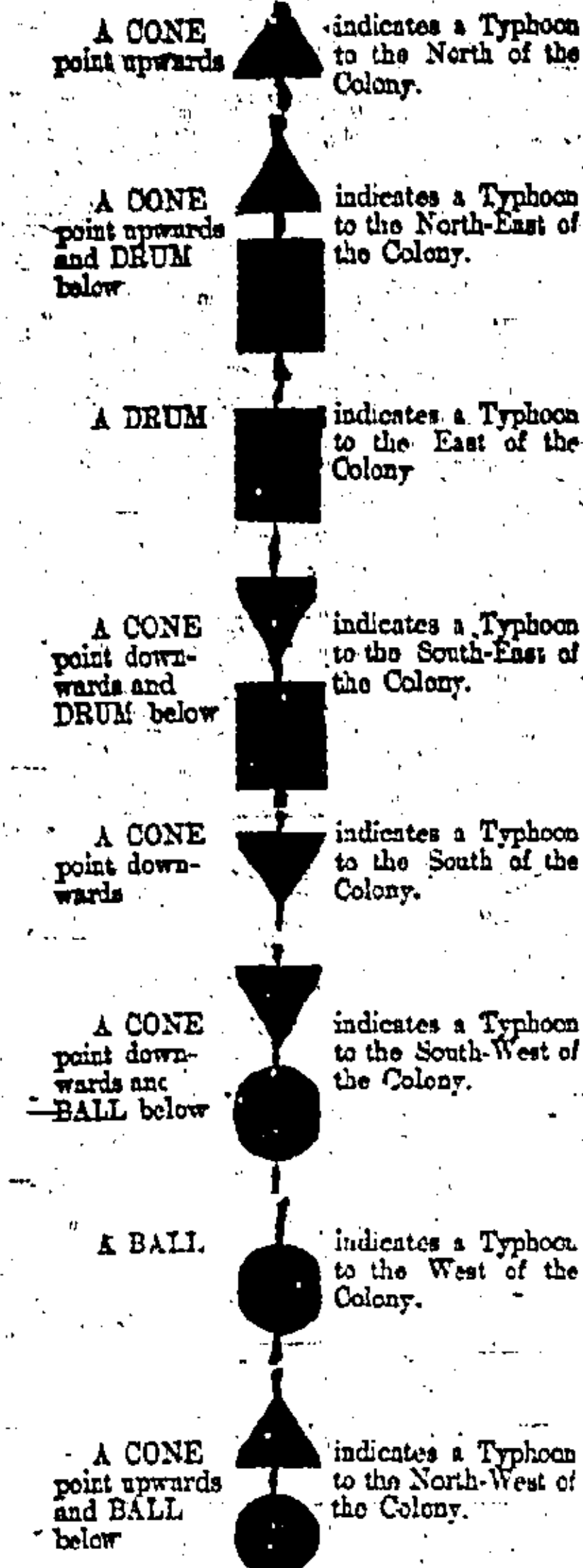
of the use which might be made of her by

others.

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godowns, H.M.S. Tamar, and Green Island signal mast.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office, and H.M.S. Tamar.

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

EIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, Aberdeen, San Ki Wan, Stanley, Cape Collinson, Sha Tin, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light house.

F. G. Fiss, Director.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, £15,000,000
Reserve Fund, £1,500,000
Sterling, £1,500,000
Silver, £1,500,000

RESERVE LIABILITY OF PROPRIETORS, £15,000,000

COURT OF DIRECTORS:
Hon. Mr. HENRY KERRICK—Chairman.
G.H. MEDHURST, Esq.—Deputy Chairman.
F.H. ARMSTRONG, Esq., C.B. Lennemann, Esq., Andrew Forbes, Esq., F. Lieb, Esq., G. Friedman, Esq., E. Shollin, Esq., G. S. Gubbay, Esq., H. A. Siebs, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

MANAGER: Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months 2 1/2 per cent. per annum. For 6 months 3 per cent. per annum. For 12 months 4 per cent. per annum.

N. J. STABB, Chief Manager. Hongkong, April 19, 1911.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager. Hongkong, January 24, 1911. 1517

THE CHARTERED BANK OF INDIA-AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1851.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL, £1,200,000. RESERVE FUND, £1,025,000. RESERVE LIABILITY OF PROPRIETORS, £1,200,000.

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the Daily Balances.

ON FIXED DEPOSITS for 12 months 4 1/2 per cent. For 6 months 3 1/2 per cent. For 3 months 3 per cent.

Wm. DICKSON, Manager. Hongkong, May 1, 1910. 41

YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.

CAPITAL PAID-UP, Yen 24,000,000. RESERVE FUNDS, Yen 16,850,000.

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: TOKYO, KOBE, NAGASAKI, LONDON, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW, NEWCHANG, TIENTSIN, PEKING, ANTON, PORT ARTHUR, DALNY, TAI-LING, LIOTANG, MUKDEN, CHANG-CHUN, CHANG.

HONGKONG—Interest allowed.

On Current Account at the Rate of 2 1/2 per cent. on the daily balance.

ON FIXED DEPOSITS: For 12 months 4 1/2 per cent. For 6 months 3 1/2 per cent. For 3 months 3 per cent.

TAKEO TAKAMICHI, Manager. Hongkong, March 13, 1911.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

PAID-UP CAPITAL, £1,400,000 (£2,750,000). RESERVE FUND, £1,400,000 (£2,750,000).

HEAD OFFICE—AMSTERDAM.

HEAD OFFICE—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Hongkong, Semarang, Sourabaya, Djember, Ocheron, Tagal, Pecalangan, Pasuruan, Tjilatjap, Padang, Medan (Cebu), Palembang, Rote, Badja, (Achem), Macassar, Bandjermasin.

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED. On Current Accounts 2 1/2 per cent. on the daily balance.

Fixed Deposits 12 months 4 1/2 per cent. 6 months 3 1/2 per cent. 3 months 3 per cent.

A. J. VAN REES, Agent. Hongkong, July 28, 1910.

Banks.

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000. SUBSCRIBED do, £1,125,000. PAID-UP do, £862,500. RESERVE FUND, £325,000.

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily Balance.

ON FIXED DEPOSITS: For 12 months 4 per cent. For 6 months 3 1/2 per cent. For 3 months 3 per cent.

F. C. MACDONALD, Acting Manager. Hongkong, April 28, 1911. 41

INTERNATIONAL BANKING CORPORATION.

CAPITAL, PAID-UP, Gold \$3,350,000. RESERVE FUND, Gold \$3,350,000.

Gold \$6,500,000.

HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: 36 Bishopsgate.

LONDON BANKERS; BANK OF ENGLAND.

National Provincial Bank of England, Ltd. The Capital and Counties Bank, Ltd.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates: For 12 months 4 per cent. per annum. For 6 months 3 1/2 per cent. per annum. For 3 months 3 per cent. per annum.

GEO. HOGG, Manager. No. 9, Queen's Road Central. Hongkong, February 20, 1911.

J. EYES FLUID.

SOLE AGENTS, W. G. HUMPHREYS & CO., 5, CANE BUILDINGS, Hongkong, May 12, 1906.

THE LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs, the directory contains lists of EXPORT MERCHANTS with the Goods they ship, and the Colonies and Foreign Markets they supply; STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate Sailings; PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc. in the principal provincial towns and industrial centres of the United Kingdom. A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 50s.

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NOTICE.

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SAM TSE-KING.

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Translated by E. J. REEL, P.H.D.

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PREACHING THE GOSPEL.

JAPAN AND TIBET.

By Prof. E. H. PIERCE.

On Sale at the China Mail Office.

5, WYNDHAM STREET.

Price, 10 cents.

CORRESPONDENCE.

THE REGISTERED PARTNERSHIP ORDINANCE, 1911.

(To the Editor of the "China Mail.")

SIR,—An effort has been made by the Bill now before Council to meet the very generally expressed wish that something should be done to have the partners in Chinese firms registered, so that Creditors may know against whom to proceed in the event of their claims against a Chinese firm being contested or in the event of a firm becoming insolvent.

The subject however is one bristling with difficulties and while "respectable and responsible members of the Chinese mercantile community" use long names for the purpose of concealment and in order that inquisitive officials may have a difficulty in discovering the real partners in a business firm, it will be very difficult to improve upon the present state of affairs: as any ordinance providing for registration will only be availed of either by persons who are honest and whose identity there is now little difficulty in discovering, or else by men of straw whose names will be registered for the purpose of enabling the really solvent partners in a concern to escape liability.

The Chinese as a nation have long ago discovered that honesty is the best policy in business and the remarkably few Chinese merchants, compared to the number carrying on business in Hongkong, who resort to the law Courts in order to settle their difficulties is a proof, if any were needed, that although well-to-do men do not wish every one to know where and how their capital is invested, they are quite prepared to meet their liabilities if able to do so; and, should they through misfortune become unable to pay their creditors in full, they with the assistance of their mercantile friends, are prepared to equitably arrange matters without having resort to the Bankruptcy Court. There are of course black sheep in every flock and the introduction of unfamiliar laws regulating matters which, when the Western nations first traded with China were left to be treated according to Chinese law and custom, which had taken centuries to attain their then high position, has undoubtedly tended to somewhat tarnish the old reputation of Chinese merchants; and the fact that in their own country the Chinese merchant has for so long past dreaded the Chinese official has doubtless made the average merchant anxious if possible to keep his doings concealed from the eyes of these in authority, who are only too anxious to discover sources of revenue to which they may be able to have recourse in the event of new or heavier taxes becoming necessary.

With reference to the proposed Ordinance—the title of the Bill is "An Ordinance to establish registered Partnerships and to give effect to certain Chinese Partnership Customs" but there is nothing whatever in the Ordinance to confine its privileges to Chinese and there is no definition of the meaning of the very important words "Chinese" and "Tong."

This is very important, especially in connection with the question of whether or not persons registered under the ordinance should be compelled to add to the name of the firm some words notifying to all and sundry that they are registered under this Hongkong ordinance and therefore not liable to the ordinary provisions of the English law applicable to traders who are not registered under the Companies Ordinance.

If no registered partner is to be liable out of his assets unconnected with the registered partnership, for more than such proportion of a debt of the registered partnership as his interest in the registered partnership bears to the total interest of all the partners should not this important fact in some way be notified to the public? The possible creditors of such privileged trader should, it is submitted, be entitled to clear notice and there should be a distinctive addition to the name of the firm. Otherwise the new law would extend the principle of limited liability without providing for its protection of Creditors as is done under the Companies Ordinance.

Even were a distinctive addition to the firm name to be insisted upon there would always be a great danger of the registration being availed of for the purpose of enabling the wealthy members of a firm to escape liability by shifting, by registration, the responsibility for losses on to the shoulders of men of straw, but if the name of the firm varies all persons dealing with it that the firm is not liable under the ordinary laws referring to partnerships, the Creditors will have himself to blame if he gives credit without due investigation as to the solvency of the people with whom he is dealing.

The Chinese words "Yan-Han" are used to represent the English word "Limited" under the Companies Ordinance and doubtless some Chinese words could be invented which would indicate that the partnership was registered under this Hongkong law and that the partners were only liable for the debts of the firm in proportion to the capital subscribed by them.

It may be that the English law of partnership occasionally presses hardly upon Chinese merchants, who when they put money into a business, do so with the idea that the partners shall only be liable to the public in proportion to the amount of capital subscribed by each, but as between themselves this limited liability is the liability of the partners at the time the business is entered into and it is not possible to alter the liability of the partners at the time the business is entered into and it is not possible to alter the liability of the partners at the time the business is entered into.

It is very doubtful whether anything will be gained by registration compulsory or voluntary, but of two evils it is preferable to choose the lesser and it would be better to give effect to Chinese custom in the way proposed.

It is not necessary to go into small details of the law, but it is possible to carry out a law by which the partners in a business are only liable for the debts of the firm in proportion to the capital subscribed by them.

The proposed Ordinance is an attempt to

believe the partner at the expense of the creditor. It is a very dangerous thing to attempt to alter a well-founded rule of the common law that the person who shares the profits shall be liable for the losses and that he who holds himself out to the public as a partner should, whatever his rights may be against his fellow partners, be liable to the full extent of his assets for the partnership debts.

Ordinance 1 of 1897 which brought into force the English Partnership Act of 1890 enables persons to lend money to firms without becoming liable as partners, thus following the Act of 1890, brought into force by Ordinance 7 of 1897, but even this amendment of the old common law "that if a man took the profits of business he must take the losses too" was very strongly opposed at the time it was introduced by Lord St. Leonards and others.

The present suggestion goes much further however and whatever evils creditors suffer from now when trying to enforce their claims against Chinese traders might be greatly increased if the bill now published were to be passed into law without very material alteration.

It is to be remembered that every person who is a partner in a business is in a better position than a creditor if he wishes to ascertain who are his fellow partners; for, even if he only becomes a partner by operation of law, he is in a position to inspect the books and accounts of the firm and is able to ascertain exactly what profits have been made, and how they have been divided, whereas a creditor, unless bankruptcy has supervened, has no right to interfere in any way with the conduct of a business or to inspect the partnership books.

It would, it is submitted, be better to ignore Chinese partnership customs altogether than to introduce a law altering the law of partnership which would not be cheerfully and gladly availed of by the Chinese mercantile community. But if it is considered advisable to legislate for the registration of partners would it not be better to allow the present law of partnership to remain exactly as it is at present and simply introduce an ordinance making it compulsory upon everybody carrying on business within the Colony to register the true names and addresses of every partner in a business carried on under a firm name—that is other than under the names of the individual partners.

This would apply to Europeans and Chinese alike and would get over the difficulty of Tong names whether such Tong names have adopted them for the purpose of veiling the identity of a person, or whether they are properly speaking family Tong names—that is representing long names of a large number of persons belonging to a certain family. The only difficulty likely to occur, were this to be done would be that it would probably be discovered that a very large proportion of the Chinese firms were carrying on business in breach of Section 4 of the Companies Ordinance 1863 which provides that "No company, association, or partnership consisting of more than twenty persons shall be formed after the commencement of this ordinance for the purpose of carrying on any business that has for its object the acquisition of gain unless it is registered as a company under this Ordinance or is formed in pursuance of some other Ordinance, or of a charter of incorporation, or of letters patent: Provided always that nothing in this Ordinance shall apply to or affect any company, association, or partnership formed for the purpose of carrying on the business of Banking."

The writer does not know why the companies ordinance prohibited the existence of partnerships having more than twenty members but, unless there is some very good reason to the contrary, would suggest that the terms of Section 4 of the Companies Ordinance should be declared not to apply to partnerships in Hongkong where partners are registered as here proposed.

In registering the names of partners the person registering should make a statutory declaration as to the truth of the statement made by him and should sign a personal bond for a substantial sum which could be enforced against him in the event of the facts furnished by him being afterwards proved to be incorrect.

With reference to the question of the illegality of common law of partnerships which have been made illegal by the Companies Act 1862, Lindley on Partnership has some interesting observations and he points out that it is not illegal at Common Law for persons, however numerous, to enter into an ordinary contract of partnership; or for those persons to agree that one of them shall retire, and that a person who is not a member of the firm, but who is willing to become one, shall take his place; or for partners however numerous, to agree on all that, any partner who is willing to retire, shall be at liberty so to do, and to introduce in his place any person selected by himself; and he remarks that the suggestion that unincorporated companies with transferrable shares were mischievous and dangerous was probably owing to the technicalities of pleading which required all the members of a firm, however numerous, to be made defendants to actions and suits against the firm.

It is very doubtful whether anything will be gained by registration compulsory or voluntary, but of two evils it is preferable to choose the lesser and it would be better to give effect to Chinese custom in the way proposed.

It is not necessary to go into small details of the law, but it is possible to carry out a law by which the partners in a business are only liable for the debts of the firm in proportion to the capital subscribed by them.

The proposed Ordinance is an attempt to

partnership Act, which introduced into England the French law as to the limited liability of a dormant partner, and which limited Partnership Act is inapplicable to Chinese partnerships, would lead to endless confusion and would do anything towards making "respectable and responsible members of the Chinese mercantile community" who now habitually evade the law "turn away from the wickedness they have committed and do that which is lawful and right.—Yours faithfully,

LEX."

MR. J. L. ALLISON.

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Tremendous Success of the Celebrated

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English, French and Italian Songs.

COMING: The well-known and celebrated

troupe

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himself, and enjoy aeroplaning in a thoroughly practical way. "In its sporting aspect," he says, "I foresee that flying will enjoy an ever greater vogue than motoring. The reason is not far to seek. Motor-car driving, even in its most favourable aspects, cannot be compared with flying. There is a sense of freedom—an exhilaration—in passing swiftly through the air that never comes to one when driving a car. I speak from experience again, having done more than a little motoring. Directly a more convenient, less bulky machine can be produced, what one might call the public demand for an aeroplane will begin. The demand of the age is for high-speed travel. The possibilities of land locomotion, in this respect, are almost exhausted. So, too, are those of sea transit. And now, conveniently to hand when mankind wants it, is air travel. I do not see one insurmountable difficulty in the way of completely revolutionizing, by means of the aeroplane, all existing methods of communication."

This is a most alluring peep into the future, though, judging from recent progress in the art of aviation, Mr GRAHAM WHITE is not dreaming of a far distant age but of a time which should come within the lives even of the present generation. Practical man that he is, this acknowledged expert on aerial matters is quite conscious of the limitations of aviation at present, but in his opinion advance is merely being held back by defects in the machines themselves, defects which will surely be remedied as time goes on, and which are already being overcome in an altogether surprising way. The first defect is the inability of the aeroplane to combat winds, but, as is pointed out, whereas with the early aeroplanes it was only possible to ascend when the wind was as low as four or five miles an hour, now it is found quite possible to remain in the air and control the machine, in a wind of 25 miles an hour. From this it is deduced that the ability to fly in even stronger winds is merely a question of greater speed, for speed gives power to overcome the attacks of sudden wind gusts, which are the aviator's greatest peril. Mr GRAHAM WHITE intends therefore, in his future constructional work to devote attention to high-speed machine. He believes that a far greater weight and rigidity of construction are bound to come, and with it will dawn the era of aerial travel at speeds of 100 miles an hour. When we have this machine, regular aerial services, from point to point, will become not only possible, but profitable.

We have not space to refer to Mr GRAHAM WHITE's views on the unreliability of aeroplane engines; suffice it to say, that his view is that engine problems are largely solving themselves. We will conclude with the aviator's opinions on the question of safety. Here he is face to face with a very grave misconception. "People generally," he says, "have come to the conclusion that flying is highly dangerous, and will always remain so." His answer to this is:—"If, as a practical flyer, say there is very little danger in it now, and that in the future there will be no more risk in an aerial journey than in moving from point to point in a railway train. At present, reckoning expert flyers and pupils who can pilot a machine off the ground, there are estimated to be 3,000 airmen throughout the world. To teach these men to navigate a new element, with crude, experimental machines, and absolutely no data to go upon; what has the death-roll amounted to? Less than 30! And, in this particular connection, it is significant to recall, as a comparison, that nine men were killed in one of the great motor-car races. Analyzing the deaths that have taken place, it is possible to draw a practical lesson from each. Thus, the peril of a motor-car race, brought about by one of these fatalities is not likely to occur again. Inexperience, foolhardiness, and constructional weakness in machines have been responsible for practically all the accidents which have taken place. Given a good machine, a careful, well-trained pilot, and proper weather conditions, flying is already as safe as motoring; and very soon it promises to be safer. The dangers which now exist when a man flies will speedily be overcome by the introduction of stronger, speedier machines, and the adoption of engine systems whereby a compulsory descent, owing to mechanical troubles, will be obviated. The air is absolutely free and unimpeded. Once we have definitely conquered our enemy the wind, it will offer an absolutely ideal medium for high-speed traffic, besides providing a traveller with the most delightful way imaginable of getting from point to point."

NEWS OF THE DAY.

On page 3 will be found *The Times'* account of the Varsity Boat Race.

The German Mail of the 5th. April was delivered in London on the 3rd May.

In this year's Naval Estimates a sum of £7,000 is voted for the naval coaling sheds at Kowloon.

H.M.S. Crescent left Singapore to continue her homeward voyage, at 8 o'clock on the morning of the 27th ult.

London cables that the Consolidated Malay Rubber Co., is paying a final dividend of 50 per cent., making 100 per cent. for the year.

A sum of £3,400 is laid down by the British Admiralty as the cost of submarine accommodation in Hongkong. Of this amount £3,000 is voted in this year's Estimates.

The steamer excursion to Macao on Sunday next is to be made by the s.s. Heungshan instead of the Sui An. If the weather is favourable this change should attract a large number of passengers.

In the Army Estimates there is a sum of £4,900 set aside for replacing matchlocks by permanent barracks for the Indian troops at Whitefield Camp, Kowloon. A further sum of £300 will be required to complete this work.

Towards the cost of transferring the Naval Victualling Yard from Hongkong to Kowloon, a sum of £4,000 is voted this year. The total estimate is £14,000, of which £10,000 had been expended up to the end of March last.

From the Consul-General for the Netherlands we have received a most interesting illustrated programme of the Fibre Co. gross and Exhibition which is to be held at Sourabaya during July and August under the auspices of the Netherlands India Agricultural Association.

Manila's 1912 Carnival is planned to be opened on February 23rd next. There will again be three Hippodrome nights, and they will be known as Philippine Spanish and American nights. An aviation meet is also being considered, as well as many other novel and entertaining features.

The Singapore Legislative Council was to meet on Friday last, 28th ult., when the Acting Colonial Secretary was to move that a vote of £50,000 be approved for expenditure in the three Settlements of the Colony in connection with the festivities in honour of the Coronation of King George.

Commenting sympathetically on Hongkong's new Partnership Ordinance, the *Singapore Free Press* says:—"We should greatly like to have the views of leading Chinese trading firms here, because if the new legislation should prove acceptable and workable in Hongkong, that will be a very strong reason why its introduction should be favourably considered in this Colony, and in the Federated Malay States."

The *Standard* regards it as practically certain that Lieut. General Sir H. L. Smith Dorrice, commanding the troops at Aldershot, and General Sir W. G. Nicholson, Chief of the Imperial General Staff, will accompany the King to India. The *Standard* adds it is stated on good authority that General Sir J. D. P. French, Inspector-General of the Forces, will become Chief of the Imperial General Staff at the War Office, thus allowing General Nicholson to accompany the King. It is also stated that Lieut. General Sir D. Haig, Chief of the General Staff of the Indian Army, will leave India to take over the command at Aldershot. The same journal says there is a strong belief in the possibility of General Sir E. G. Barron, commanding the Southern Army in India, succeeding General Haig.

TRY IT ONCE.

NOW is the time to get rid of your rheumatism. You will find Chamberlain's Pain Balm wonderfully effective. It is also an excellent liniment for lame backs, aches and soreness of the muscles, sprains and bruises. One application will convince you of its merit. Try it. For sale by all Chemists and Storekeepers.

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs Vernon and Smyth is 5s. 3½d.

There were no further cases of plague to-day.

An interesting letter by "Lex" on "The Registered Partnership Ordinance, 1911" will be found on page 5.

A London telegram of date the 17th April is authority for the statement that Lady Butler's famous picture, "Florest Etoua," depicting an incident at Laing's Nek, is to be sold.

The annual general meeting of the Hongkong Horticultural Society is to be held in the City Hall on Thursday, 11th May, at 5.15 p.m. The accounts show a balance in hand of \$953.01.

London was empty of taxicabs on the evening of April 16. A mass meeting of drivers resolved to strike if the proprietors attempted to enforce their demand that the drivers should pay the petrol duty of 1½d a gallon.

Several delegates from the Philippines arrived in Washington on April 22, and requested Mr. Clarke, the Speaker of the House of Representatives, and other members of the House, to make personal investigations in the islands as to whether the existing conditions in the Philippines really disqualify them from being made an independent State of the Union.

A Bill providing for the neutralization of the Philippines was introduced in the House of Representatives on April 27 by Congressman Adolph J. Sabath, Democrat, of Chicago, representing the 5th Illinois district. The Bill provides for adjustment of judicial and maritime affairs in so far as other nations would be affected. It was referred by Speaker Clark to the committee on insular affairs.

An Indian constable at Shek O missed a goat and on going up the hillside to look for it he saw two animals which he took to be wild dogs, and which, presumably, have caused so much damage in that neighbourhood recently. Fortunately he had a rifle with him, the contents of which he emptied into the hind leg of one of the animals. Both escaped into the thicket.

Sentence of thirteen years imprisonment was passed on the 21st ult. in the Kobe Court on a man named Takata, who had distinguished himself by various marauding acts in Osaka Harbour. It is stated that the accused, under some eminently freebooting titles as Tora, the Pistol-Shooter, Hide, the Skull-Hunter, etc., had lived quite an opulent existence for some time by plundering unguarded junks in Osaka harbour.

SOCIAL AND PERSONAL.

Mrs. H. Grumble returned to Japan by the German Mail to-day.

Mr. Harry de Windt has left London for Morocco. This well-known traveller and explorer is the brother of H. H. the Rance of Sarawak.

Per C.N.C. s.s. Chihhua General Anderson, Capt. Symonds, Mr. and Mrs. Aikman and Miss R. Anderson returned from Shanghai yesterday.

Lieut. E. G. F. L. Gould, The Buffs, has been appointed Assistant Adjutant, S.V.L., vice Capt. E. C. Norman, The Buffs, with effect from 28th ult.

H.E. Major General Anderson, accompanied by his A.D.C., Capt. Symonds, arrived by the s.s. Chihhua to-day from Shanghai, where he has been inspecting the Volunteer Corps.

Admiral Mordock, the new Commander-in-Chief of the U.S. Asiatic Fleet, is due to arrive at Manila shortly by the cruiser *New York* (3,200 tons), which is to relieve the armoured cruiser *Saratoga*, now the flagship of the squadron.

Mr. J. Oliver, who was formerly Naval Store Officer in Hongkong and has since occupied the post at Devonport, has been lent to the Canadian Government to assist in organising a supply department in connection with the Dominion Navy.

Mr. C. H. Blason, who has been now for a number of years in the office of Messrs Butterfield and Swire, left yesterday per C. N. Co's s.s. "Changsha" for Australia, on route for the Old Country. Mr. Blason, we believe, will be away about a year on leave.

The friends of Engineer-Captain J. Fielder, who left Hongkong about two years ago after a period of service in H.M.S. Naval Yard, will be glad to learn that he has been promoted to the rank of Engineer Rear-Admiral in His Majesty's Fleet. By his promotion the good service pension of £150 which Captain Fielder had been receiving passes to another officer of that rank.

Police Inspector Edwards, of Teiping and formerly of Hongkong, who has had to go to hospital as the result of a strain sustained while playing in the interport cricket match at Teiping, at Easter, though still in hospital, is progressing favourably, says the *Teiping paper*, which also bears that he has been transferred from Teiping to Fung Dickson.

[CONTINUED.]

THE VETO BILL.

ALL CLAUSES PASSED.

(*Reuter's Service to the China Mail.*)
London, May 3.
Clauses 3, 4, 5 and 6 of the Veto Bill have been passed by the House of Commons.

LABOUR AMENDMENT DEFEATED.

London, May 4.
The House of Commons last night discussed the Preamble to the Veto Bill, which promises future reform of the House of Lords.

Mr. Barnes, the Labour leader, moved the deletion of the Preamble, on the ground that the House of Lords was not justified in any form.

The amendment was rejected by 213 votes to 47, the Unionist party abstaining from voting.

The House concluded the committee stage of the Bill, passing the Preamble without a division.

BELGIAN ROYAL VISIT ENDED.

(*Reuter's Service to the China Mail.*)
London, May 4.

Their Majesties the King and Queen of the Belgians have concluded their visit to England and have left for Brussels.

PERSIAN AFFAIRS.

(*Reuter's Service to the China Mail.*)
London, May 3.

A Teheran telegram states that the Mejlis has passed the Bank loan after prolonged and vehement discussion.

It is understood that negotiations are in progress between Russia and Persia for the construction of a railway from Jalia to Tabriz.

HOME RACING.

THE CHESTER CUP.

(*From Our Own Correspondent.*)
London, May 3.

The result of the Chester Cup, run at Chester to-day, was

Willow,	1
Topham,	2
Anchors,	3

Won by half a length.
The Betting was 7/1 against Willow, 33/1 against Topham and 100/9 against Anchors.

[Note:—The Chester Cup is a handicap race and the distance is about 2½ miles. The winner, a brown colt by William III-Tribune, is a Four Year Old, and is owned by Mr C. E. Howard. His successes last year were the Maiden Three Year Old Plate, the Ardreen Plate, the Ascot High-weight Stakes, the Knowley Dinner Stakes and the Free Handicap Stakes.

Toyshop is a bay Four Year Old colt by Santol-Lady Nornah. Last year he won the Twickenham Handicap and the Manor Handicap at Kempton Park.

Anchors is a Five Year Old chestnut mare, by Love Wisely-Erythraea. She ran nine times last year without a win; four times running second.

The result last year was:—Elizabeth, Accurate, Laughing Mirror; and previous winners from 1907 were Quenico, Glacia and Santo Strato.—*Ed. C.M.*

It is stated that during the past week or so over 200,000 Chinese have left Canton, more than 50,000 of whom have come to Hongkong.

FIRST AID.

DURING the warm weather, attacks of diarrhoea are very frequent and often are so swift in their results that life is in danger before a physician can be summoned. Every man who has the interests of his family at heart should keep a reliable remedy in his home for immediate use in case of this kind. Chamberlain's Colic, Cholera and Diarrhoea Remedy is, without doubt, the best remedy prepared for diarrhoea. It should be given as soon as the first unusual looseness of the bowels. For sale by all Chemists and Storekeepers.

THE BEST BRAND OF

Guineas' Stout

ON THE MARKET IS

J.B. HALL & CO.

TRADE MARK

THE BOARS HEAD BRAND

OF

ALE & STOUT.

Quarts, Pints and Splits.

FROM

H. Price & Co., Ltd.

12, Queen's Road Central, Hongkong

and 63, Hainan Road, Kowloon

[CONTINUED.]

GERMANY AND JAPAN.

COMMERCIAL TREATY IN VIEW.

(*Independent News Agency's Service to the China Mail.*)
Tokyo, May 4.

The negotiations respecting the proposed Commercial Treaty between Germany and Japan are progressing, and there is every indication that an Agreement will shortly be announced.

THE JAPANESE ARMY.

TWO MORE DIVISIONS.

(*Independent News Agency's Service to the China Mail.*)
Tokyo, May 4.

A decision has been reached on the question of the establishment of two further Military Divisions, which matter has for a long time been under the consideration of the authorities. It has been decided to call the Divisions into existence next year.

Negotiations are in progress for the selection of a suitable site for the barracks.

MUTINOUS CHINESE TROOPS.

(*Wa Ta Yat Po's Service.*)
Peking, May 3.

A mutiny has broken out among the troops in the garrisons at Tibet and Chihna.

It is feared that the discontents will not be easily suppressed.

CRUSADE AGAINST REVOLUTIONISTS.

(*Wa Ta Yat Po's Service.*)
Peking, May 3.

The Prince Regent has complied with the Grand Councilors' request and has issued an Edict to all the Viceroy and Governors ordering them to keep a sharp look-out for Revolutionists. He has added to the Edict a reminder that no innocent persons should be wrongfully oppressed, and that this condition should be strictly observed.

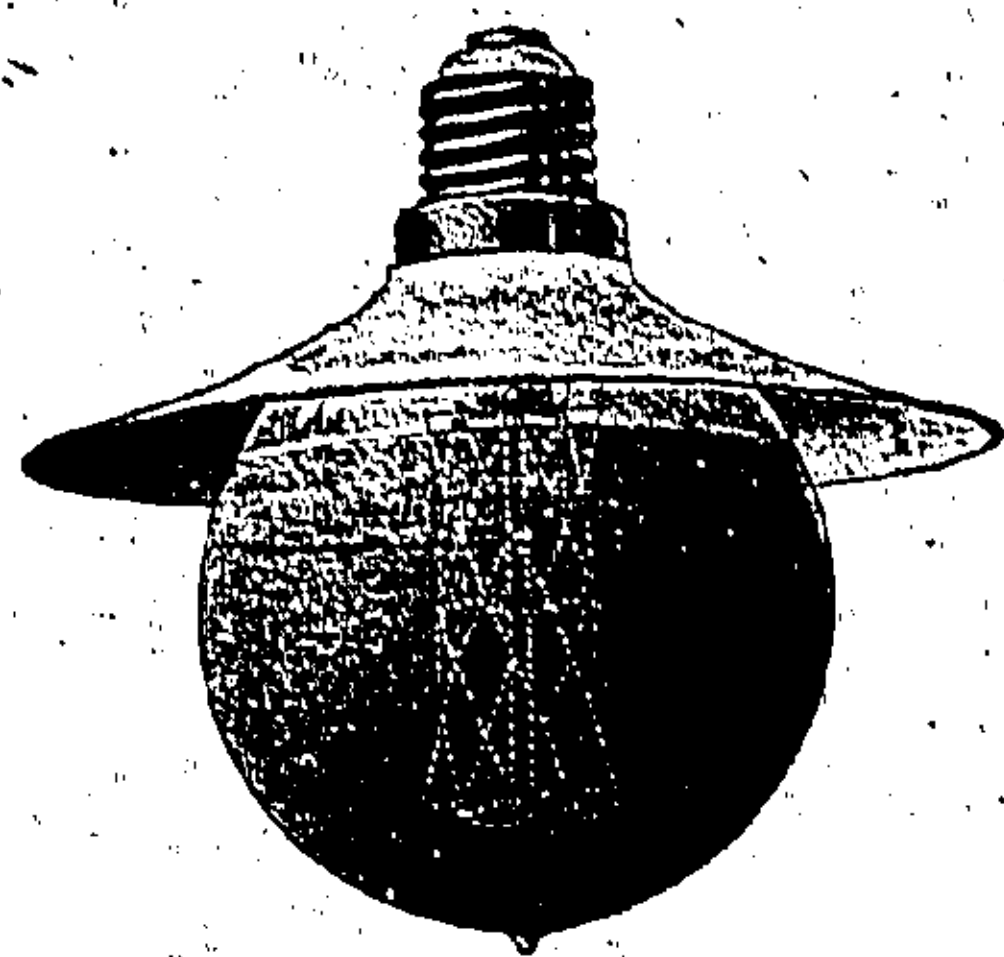
The Japanese Railway Bureau has been making investigations with a view to reconstructing the railway-stations at Osaka, Kyoto, and Kobe. It has now been decided to start the reconstruction of Osaka station this year, the work to be completed in seven years at an estimated cost of ¥4,000,000. The plans for the new station at Kobe have not yet been definitely decided on, but it is proposed to start the work in 1912 at an estimated cost of about ¥3,000,000, the construction to be completed in six years.

From Messrs Thos. Cook and Son we have received the following copy of a letter from the South Manchuria Railway Company, dated Dairen, April 24th 1911:—"I have the pleasure of informing you that the plague epidemic in those districts has almost entirely ceased and I have decided to carry without any restriction the first and second-class Chinese passengers over our whole line on and after the 22nd April and the third class Chinese passengers will be carried under our station Master's permission. The Chinese coolies and the like labourers are still subject to detention, and also those who come from Chaofo or other infected ports shall undergo the detention for the quarantine purposes as heretofore."

Forty successful years.

FOR almost forty years Chamberlain's Colic, Cholera and Diarrhoea Remedy has been curing cramps in the stomach and bowels, dysentery and diarrhoea, and has never been known to fail to give relief even in the most severe and dangerous cases. You can make no better provision for the safety of your family than to keep a bottle of this remedy ever at hand. For sale by all Chemists and Storekeepers.

MacEwen, Frickel & Co.



KOLLOID WOLFRAM METALLIC FILAMENT LAMPS.

SPECIAL FEATURE
PROTECTED AGAINST BREAKAGE BY VIBRATION.

Great Reduction in Price

75 Per Cent. Saving on Current.

SCREW OR BAYONET FIXING.



We have just received a new consignment of these well-known Metallic Filament Lamps and can supply them at the price of \$1.00 each for 16, 20, 25, 32, 40, 50 or 60 c.p.

MACEWEN, FRICKEL & Co.,

Sole Agents for

JOH. KREMENEZKY, VIENNA.

To-day's Advertisements

THE CHINESE ENGINEERING & MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Chinese Engineering and Mining Company, Limited, will be held at Winchester House, Hall No. 174, Old Broad Street, in the City of London, on WEDNESDAY, the 17th day of May, 1911, at 12 o'clock Noon, for the purpose of considering and if thought fit passing a Resolution authorising the Directors to borrow or raise such further sums of money as they may think fit, but so that the amount borrowed or raised by the Company and then outstanding shall not exceed three-fourths of the issued capital of the Company.

Dated this 31st day of March, 1911.
By Order of the Board,
ALFRED W. BERRY,
Secretary.

A limited number of the Circular Letter to Shareholders is in the hands of the Agent and can be had on application. 607

PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction, for account of the concerned, on

THURSDAY, the 11th May, 1911, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,—

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

Comprising:—
Silk Tapestry-covered Drawing Room Suite, Ornamental, Mahogany with Bevelled Glass, Oakwood Sideboards and Dinner Waggon, Extension Dining Table and Chairs, Marble-top Washstand and Bureau with Bevelled Glasses, Double and Single Brass and Brass-mounted Iron Bedsteads, Wardrobe, Bookcase, a quantity of Crochery, Electro-plate and Glass Ware, Carpets, Looking Glasses, &c., &c., &c.

Also
A few pieces of Good Canton Blackwood Ware, One Small English Billiard Table, One Large American Safe, One Piano by Robinson Piano Co., One Pianola and Records and One Large American Ice Box.

Catalogues will be issued.
Terms:—As usual.

HUGHES & HOGG,
Auctioneers.

Roukang, May 4, 1911. 608

STATISTICS OF WINE SHIPPED FROM JEREZ THROUGH THE BAY OF CADIZ DURING THE YEAR 1906.

(According to Statistical Register of Departures Jerez Ry. Station).

	Butts.	@
J. Fernaniz & Co.	691	18
F. C. Couens & Co.	972	23
R. C. Yrison	815	21
Gutierrez Hermanos	597	3
Luis Ambaud y Ca	518	20
Felix Ruiz y Ruiz y Ca	447	15

SOLE AGENTS IN CHINA FOR J. FERNANIZ & CO.

H. BUTTONEE & SON,

WINE & PROVISION MERCHANTS.
Hongkong, February 23, 1911.

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

THE Steamship

SUVERIC,

From Hongkong, on

SATURDAY, 6th May.

To be followed by

KUMERIC on 1st June.

Bills of Lading issued to Overseas Points in Canada, the United States, and to the West Indies.

For further information regarding freight rates apply to

CANADIAN PACIFIC RAILWAY CO.,

HONGKONG, May 4, 1911. 608

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

FROM PORTLAND VIA JAPAN PORTS.

CONSIGNEES of Cargo per Steamship

RYGIA.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and to take immediate delivery of cargo from alongside.

Cargo impounding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

All cargo remaining on board after SATURDAY, May 6th, 1911, will be landed and stored at Consignees' risk and expense.

All cargo and otherwise damaged cargo will be examined at the above Company's godown on TUESDAY, May 9th, 1911, at 10 a.m.

May 11th at Noon will be subject to rest.

All Claims must be filed on or before Friday, May 12th, 1911, otherwise they will not be recognized.

SHEED J. HALTON,

Hongkong, May 4, 1911. 608

THE CHINA MAIL.

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in any other paper will be inserted.

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the 'CHINA MAIL' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Alterations and additions to Advertisements on Pages 2, 3, 4, 5, 8 and 9 should be sent to the Office, No. 5, Wyndham Street, not later than 11 a.m.

Alterations and additions to Advertisements on pages 1, 6, 7 and 10 should be sent as not later than 1 p.m.

New Advertisements should be sent in before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address 'MAIL' Hongkong. Telephone No. 22.

THE CHINA MAIL, LTD.

STEAMER PASSED SUEZ CANAL.

OUTWARD BOUND.

April 7, *Algonquin*, Hudson, Polynesian, Hermann, Lerche, Gronow, Necker.

April 11, *Bonny*, Breconshire, Ercher, Franz Ferdinand, St. Hugo.

April 18, *Ataka*, Moru, Brazilia, Macdon, Vera, Scandia, Silenus.

April 21, *Anieler*, Clinton, Kananga, Poon.

April 23, *Benett*, Sumatra, Sogo Maru, Chishima, Gronow, Necker.

April 28, *Nera*, Suruga, Tonkin.

May 2, *Achilles*, Denbighshire, Perseus, homebound.

April 25, *Ambria*, Scandia.

April 28, *Hirano*, Maru, Lutzow.

May 2, *Bismarck*, Peking, Peking.

STEAMER MOVEMENTS.

MAILS.

The C. P. R. Co.'s R.M.S. *Empress of India* arrived at Shanghai at 5 a.m. on Tuesday, the 2nd May, and left again at 8 p.m. on the same day for Nagasaki, where she was due to arrive at 7 a.m. on Thursday, the 4th May.

The P. M. S. S. Co.'s s.s. *Korea* sailed from San Francisco on April 18th for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on May 19th.

The T. K. K. s.s. *Nippon* Maru with U.S. mail sailed from San Francisco for Hongkong on April 26th, is expected to arrive at this port on May 23rd.

The P. M. S. S. Co.'s s.s. *Siberia* sailed on May 3rd from San Francisco for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on May 30th.

Vessels Expected.

The Danish s.s. *Arctien* left Sabang on the 27th April, and may be expected to arrive at this port on May 1st.

The P. & O. S. N. Co.'s s.s. *Pashaver* left Singapore for this port on the 30th April, at 6 p.m., and is due here on the 6th May, at about 8 p.m.

The H. A. L. s.s. *Edwina* left Shanghai on the 2nd May, p.m., and may be expected here on or about the 6th May, p.m.

The A. & M. L. s.s. *Blomfield* left Singapore on Sunday, the 30th April, and is due here on or about Saturday morning, the 6th May.

The Indo-China S. S. Co.'s s.s. *Lai-lee* left Calcutta for the Straits and Hongkong on 30th April, and is due here about the 6th May.

The P. & O. S. N. Co.'s s.s. *Ceylon* is expected to arrive at Singapore on the 6th May, at 6 a.m.

The S. S. S. S. Co.'s s.s. *Capri* left Singapore for this port on the 30th April, and may be expected here on or about the 7th May.

The N. Y. K. s.s. *Atsuta* Maru (European Line) left Mori for this port via Shanghai on the 1st May, and is expected here on the 6th May.

The N. Y. K. s.s. *Atsuta* Maru (Bomby Line) left Bombay for this port via Colombo and Singapore on the 21st April, and is expected here on the 9th May.

The N. Y. K. s.s. *Yamato* Maru (Australia Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 1st May, and is expected here on the 14th May.

The N. Y. K. s.s. *Atsuta* Maru (American Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 1st May, and is expected here on the 14th May.

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POST OFFICE NOTICES.

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to Europe.

The Chiyen with the Siberian Mail is expected to arrive here on Sunday, the 7th inst., at daylight.

The public are informed that the Parcel mails for the British Post Offices at Shanghai and Hankow placed on board the s.s. *Asia* have been lost in the wreck.

Mails will close for:—

SWATOW, AMOY & FOCHOOW.

Per *Hankow*, at 10 a.m., on Friday, the 6th May.

SHANGHAI, KOBE & MOJI.

Per *Kobe*, at 10 a.m., on Friday, the 6th May.

MANILA, CEBU & ILOILO.

Per *Longyang*, at 1 p.m., on Friday, the 6th May.

MACAO.

Per *Longyang*, at 1.15 p.m., on Friday, the 6th May.

HAIPHONG.

Per *Longyang*, at 11 a.m., on Saturday, the 6th May.

ANPING & TAKAO.

Per *Yokohama*, at 4 p.m., on Saturday, the 6th May.

SHANGHAI.

Per *Chiyen*, on Saturday, the 6th May.

Registration at 4.15 p.m.

Registration, with late fee of 10 cents up to 5 p.m.

Letters at 6 p.m.

SWATOW.

Per *Longyang*, at 9 a.m., on Sunday, the 7th May.

SWATOW, AMOY & TAMSUI.

Per *Longyang*, at 9 a.m., on Sunday, the 7th May.

SINGAPORE, PENANG & CALCUTTA.

Per *Longyang*, at 11 a.m., on Monday, the 8th May.

SWATOW, AMOY & FOCHOOW.

Per *Hankow*, at 10 a.m., on Tuesday, the 8th May.

MANILA, CEBU & ILOILO.

Per *Longyang*, at 3 p.m., on Tuesday, the 8th May.

SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA, HONKONG & SAN FRANCISCO.

Per *America*, on Friday, the 5th May.

Printed Matter and Samples at 11 a.m.

Registration, 10.15 a.m.

Registration, Kowloon B.O., 10.30 a.m.

Letters at noon.

SIBERIAN MAIL TO EUROPE.

EXCHANGE.

Hongkong, May 4, 1911.

On London:—

Bank Bill:—

On demand:—

30 days sight:—

4 months sight:—